

# BORDERLAND RACE TO SAN DIEGO; FROM EL PASO BY PHOENIX FAIR

Only Feasible and Logical Route; a Counter Proposition to That From Los Angeles to Use "Northern Route" Before the Fair; at Fair Time Northern Route Would Not Be Open; Borderland Would.

HARRY LOCKE, who has just completed the work of mapping the borderland route from El Paso to San Diego, recently dropped the hint that he was going to suggest an auto race from El Paso to San Diego through Phoenix, during the Arizona fair in November. Before he could get his suggestion before the public, Los Angeles countered with the suggestion of a race from Los Angeles to El Paso, through Phoenix, but out of Los Angeles over the Needles-Prescott route. The little trick, however, and failed to "fall." The Herald predicted last week when it printed the story of what the Los Angeles fans were contemplating, that El Paso would give scant consideration to a race over any other route out of Los Angeles than the borderland. This proved true, for the Los Angeles suggestion did not cause even a flutter among the El Paso racing fans. If El Paso has anything to do with a race to the coast it will have to be over the borderland, hence El Paso is interested in Mr. Locke's proposal.

**Mr. Locke's Suggestion.**  
Here is what Mr. Locke has written relative to the proposed borderland race, and he wrote it with a full knowledge of all road conditions for he has traveled over and longed everything into California from Arizona.  
Those people interested in automobile racing in this part of the southwest, and their number is only limited by the population living along and within 25 miles of the routes selected for these interesting events, have dreamed for the past year of a speed duel between El Paso, Texas, and San Diego, Cal. The race fans realize that

THE BEST BOOK EVER WRITTEN ON THE SUBJECT.  
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I will accept a challenge to meet Billie Sunday's third in round combat. Will give Billie a section of land to match the script for me. If I fail to knock him and all of his legs out in the first round with a feather pillow, I will give Billie another section of land.  
Will also give a section of land to have one prayer answered. Preachers get busy—I mean business.  
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## Armored Autos War Zone

Hupmobile Manager Writes of Exciting Times on the Battlefields.

JOHN L. POOLE, Hupmobile expert manager at Paris, tells of some of the terrific conditions under which motor cars are forced to travel during war time in Europe.

Mr. Poole arrived in France shortly after the outbreak of the war. He immediately received a commission from the French government to inspect a number of special armored Hupmobiles equipped to carry a 40 millimeter machine gun for rapid work.

"These armored Hupmobiles," writes Poole from Paris, "are used principally for reconnaissance work. When a detachment wishes to find out just the exact position of the enemy on their front, one of the Hupmobiles is sent out on a reconnaissance mission. This car, with a complement of three men, officers in charge, gunner and driver, makes a hurried trip to the front and reports conditions."

Again, when it is learned that the enemy has commenced an aggressive movement, a number of Hupmobiles are rushed out to cover the enemy's front and impede their advance. It is in this last phase of the work that the stamina and speed of the Hupmobile is shown to great advantage.

**Into Enemy's Lines.**  
"Not long ago," Mr. Poole continues, "a squadron of Hupmobiles, the commander in charge notified me that one of the cars was about to make a trip into the enemy's lines, and asked if I cared to join the party. I was very glad to accept the offer, and I was in action and we started out."

The car, which was one of the special armored Hupmobiles, had its full complement of men, together with a big supply of ammunition and extra petrol and oil, enough to last the entire journey.

The journey to Dunkirk was uneventful, for the Hupmobiles are not easily detected by the enemy. Upon leaving Dunkirk we were forced to abandon the highway and to make our way through the country by the back roads. The car was constantly being harassed by the enemy's machine guns, but we were able to make our way through the enemy's lines and to reach our destination.

**Full Speed in Dark.**  
"The drive back was made at night, with only the side lamps burning. It is impossible to describe the conditions. The car was driven at full speed, and the driver was constantly being harassed by the enemy's machine guns. The car was able to make its way through the enemy's lines and to reach our destination."

**Course Made Alone.**  
"The Hupmobiles in service here have been highly praised by army officers. If you could but see the way these cars are given over here you would realize more than ever the Hupmobile's ability to withstand for more than the strain of ordinary driving. There is no speed limit, the cars are driven as fast as possible over all sorts of roads and still the Hupmobiles hold up. It is a tribute to American manufacturing methods, of which we should all feel proud."

mobile people and draws the biggest attendance of the week. The track owners will not let the cars leave the continent of their journey to the Pacific coast, so they can be sent away Friday forenoon to the night control at Yuma and Saturday would bring the finish at San Diego, perhaps at the Panama-California exposition, which will still be open.

Longer time limits at checking and control stations would give another chance to a driver who met with trouble and increase the number of cars that finish.

**Borderland Ideal Route.**  
The borderland route is especially adapted to this race. Climatic conditions are much more pleasant than in late November and the roads are not crowded with travel of a commercial nature that would be dangerous or interfered with by the racers. There is, however, much travel westward from the imperial valley and for 50 miles one must travel through this section and they will be still further minimized by the construction work California is doing at this time. From Warren's ranch near Campo there are two roads to San Diego and in some of the previous races one of these has been given over to the race for the day and such a concession could be arranged for this finish.

**Against Los Angeles.**  
There is little likelihood of a race being proposed from Los Angeles to San Diego and Phoenix this year. The antipathy of certain counties along the direct route along the coast can only be overcome by making long detours and greatly increasing the distance between Los Angeles and San Diego. The concrete and macadam roads through the thickly settled country south of Los Angeles are too important for commercial purposes to be roped off for a race track for even a day. And anyway, Los Angeles has not contributed much to the purses if at all, though a chalk line to start from has always been provided.

**Harry Breen Now Drives Car For British General Staff In French War Zone**

General Headquarters, British Army, France, May 8.—Barney Oldfield's old mechanic, Harry Breen, who has swept around the track with him on the Indianapolis speedway and elsewhere in the United States, is now driving a car for a British staff officer at the front. He says the excitement of being under shell fire has the automobile racing game beaten.

Breen hails from Pittsburgh, Pa., where he was born 41 years ago of a Danish mother and English father. His British father was the lever that got Breen into the British army. Leaving a prosperous garage business in Pittsburgh, he hurried to England and enlisted. His qualities as expert mechanic and skilful, fearless driver insured instant service at general headquarters, where soon he was a premium. The superb country roads of France, which are kept in a remarkable state of fitness notwithstanding the war, give Breen opportunity for imagining he is still with Oldfield on the track trying to break a record.

**TIRE WEAR AND CAR WEIGHT.**  
The rupture point of rubber is the same, whether it is in a large tire or a small one. In passing over rough and tearing road obstacles the larger the car the deeper and more destructive will be the cuts in the rubber.

ADDITIONAL AUTO NEWS ON LAST PAGE, EDITORIAL AND MAGAZINE SECTION

## Bread Making One of World's Oldest Trades; Machines Do the Work Now

Development of Baking Has Kept Pace With All Modern Improvements; An El Paso Plant Has Capacity of 2000 Loaves an Hour.

By B. M. G. WILLIAMS, Rotarian.

THE baking of bread is one of the most ancient of human arts. At Wangan and Robenhaupt have been found the steined remains of cakes made from coarsely ground grain in Swiss lake dwellings that date back to the stone age. This bread was made from grain crushed between stones, some would suppose similar to what the Indians and Mexicans use today in crushing their corn and then cooked by being placed on heated stones. There have been found among the prehistoric remains in Egypt stones suggesting the use of such baking apparatus.

We read in the book of Genesis, when Abraham entertained the angels, that he made his wife Sarah bake bread quickly three measures of fine meal, kneaded it and make cakes on the hearth.

The ancient Egyptian carried the art of baking to high perfection. Hierodotus remarks of them: "Though they knead with their feet, but they knead with their hands." The Egyptians used their bread wheat, barley and sorghum; the form of the bread is revealed by ancient monuments; a common shape was a small, round loaf.

The history of baking in classical Greece and Italy can be clearly traced. The city of Pompeii must have had bakers by trade, as loaves of bread have been found, round in form, and stamped with the makers' name, in all probability to the responsibility as to weight and purity.

Another interesting fact is that bakers were no doubt the first ones to have an organization, for about the year 100 the emperor Trajan formed a college of bakers (millers and bakers), for employers only. In London the bakers formed a guild or brotherhood as early as 1155. There may have been a very good reason for bakers thus organizing, as it seems the lot of a baker in those days was even harder than now, as they were constantly being harassed by the law.

In Turkey the lot of the baker was very hard. Harun de Tott, writing of Constantinople in the eighteenth century, says that it was usual when bread went to famine prices to hang a baker or two. He would have no belief that it was the custom of master bakers to keep a second hand, who in consideration of a small increase of his weekly wage was willing to appear before the cad in case a victim were wanted.

These incidents from ancient history will prove that human nature was very much the same then as it is now, for when the bakers found it necessary to organize they had to do so, and the cry was loud and long against the law.

**Weighting the Dough.**  
In the days before this machine came into use the dough had to be dropped down onto a bench and pieces of the dough chopped off by a hand scraper and weighed upon scales, but now the dough feeds into automatically

through this divider. Every revolution cuts off the loaf in the size wanted. It drops onto a canvas belt, which carries it to the rounding machine, another useful and sanitary machine, which has done away with the old method of having to round up the loaves by hand. After the loaves are rounded they are placed in the proofing cabinet, where they rest for about 10 or 15 minutes. Then they are ready to go through the mauling machine and from this machine they go into the pans and again take a rest in proofing, until they are ready to go into the oven.

**Fill the Ovens.**  
It is a very interesting sight to watch an expert oven man fill one of these huge ovens. It is done by means of a peck, which is a dirt spade, shaped like a blade, some 12½ inches, with a handle about 18 feet, and the pans are placed on this peck right at the mouth of the oven. It takes a good deal of experience to load one of these ovens quickly and accurately. The ovens are 12½ feet and hold about 488 loaves. There are enough brick in each of these ovens to build a five room cottage.

The inside of the baking chamber is only 18 inches in height. The rest is solid brick below and above. These ovens are fired by coke on the outside and are continuous heaters. There are three of these patent ovens side by side, giving us a capacity of 2000 loaves an hour. It takes about 35 minutes to bake each oven full, with 500 degrees Fahrenheit.

**Then to the Shipping Room.**  
After the bread is taken out of the oven it is placed on steel racks and taken out to the shipping room and

when sufficiently cool it is then wrapped with self sealing waxed paper over a steam table, from whence it is counted out by the shipping clerk, either to be shipped out over the great Southwest or loaded into our wagons and carried to the grocer, who, in turn, delivers it to your home, a perfect loaf, fit for king or peasant.

**The Staff of Life.**  
The rule and the heat quicken the wheat.  
The farmer sows in the soil;  
And the golden fields at the harvest yield  
Reward for his patient toil.  
Then bakers blend and millstones grind  
That the hungry may be fed—  
Thus God and man work out the plan  
That gives the world its bread.

To the baker's shop, the season's crop  
Of flour soon doth flow.  
With water and salt and yeast and malt  
It's worked into a dough.  
Then cut and weighed; the loaves are made  
And baked a golden brown—  
So the work begun by shower and sun  
From man receives its crown.

Of the things God sends or those he sends  
To aid us in our strife.  
The best by far—the brightest star—  
We call the staff of life.  
From peasant and king this prayer  
Will ring  
"Till all the world is dead;  
To the Father above, the God above,  
Give us our daily bread."  
Bernard J. McDermott.

## AUTO IS BURNED; FRICTION CAUSE

Douglas, Ariz., May 8.—Because of static electricity caused by the friction of gasoline passing through the pores of a chamber, thin strainer, the 1910 Hudson car of Jose F. Borrego was destroyed by fire. Borrego was filling the tank when the gasoline suddenly burst into flame.

## AUTOMOBILE BLUE BOOK HAS MANY NEW FEATURES

The Automobile Blue Book has made its appearance for 1915. The motorist's Blue Book has several new features. Volume 1—New York state and contiguous Canada. Volume 2—New England, Quebec and the Maritime provinces. Volume 3—New Jersey, Pennsylvania and the southeast. Volume 4—The middle west. Volume 5—The Mississippi river to the Pacific coast. Volume 6—California, Oregon, Washington.

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Of the things God sends or those he sends  
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The best by far—the brightest star—  
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From peasant and king this prayer  
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## 3023 CARS REGISTERED NOW IN NEW MEXICO

As a reflection of the prosperity which the people of New Mexico are now enjoying, it may be noted that the number of motor car licenses issued up to March 28 of 1915 was 3023, as compared with 1909 issued up to the same time last year.

## OVERLAND ROADSTER WINS IN OKLAHOMA CHAMPIONSHIP RACE

A stock Overland roadster won the racing championship of Oklahoma, decided by a 99 mile contest under the auspices of the newly formed Southwest Race association. A large field of 15 entries competed for the coveted title.

There was a great local rivalry over the championship event, as all of the cars were owned in Oklahoma, and the drivers were Oklahoma men. Several of the cars, however, had been specially constructed for racing. Others were practically rebuilt for speed.

Duplicating the performance of an Overland in the Grand Prix and Vanderbilt Cup races of this year, the car went through the entire race without overheating. The radiator tank was not refilled during the race.

A dollar saved by buying goods produced elsewhere is a dollar thrown at your neighbor's birds.

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